OVERLAND TO SAN FRA CISCO.

Starting of the Great (verland Mail from St. Louis and Memphis.

History of the Contract and Preparations for its Fulfilment.

THE COMPETING ROUTES.

The Arguments in Favor of the South Pass, be Albuquerque or Thirty-Afth Parallel, the Thirty-second Parallel and the Extreme Southern Boutes, and the Objections to each.

SPECIAL CORRESPONDENCE OF THE NEW YORK HERALD

To-day the first overland mail to San Francisco from St. Louis and Memphis, under he contract with the Overland fail Company, started f om this city under the direction of Mr. John Butterfield, the president of the company. The contractors—Messrs John Butterfield, Wm. B. Dins-Holland, and Hamilton Spencer-are well known i your city as men of wealth, energy and ability, and every

Thus is inaugurated under the administration of Mr. Suchanan a second great event of the age. The first inked two nations together; the second cements a union of distance, but now to be united by the facilities of rapid nication; and both tend to bind more closely those ho before were united in the bonds of brotherhood. The portance of an enterprise which is the first practical step towards the Pacific railroad, can hardly be overrated, and I think I may safely pronounce it another great event of the age. If the overland mail succeeds, the railroad and the telegraph will soon follow its course; the settlements along the line will be built up with rapidity, and to the world, and instead of a circuitous route to our Pacific possessions, tedious in time of peace, and extremely and rapid route, where but a few years since nature in her wildest aspect reigned suprome. It is in pursuance of Mr. Buchanan's policy of developing the resources of the counthe political hobbies of the day, that these benefits are to be gained. Under the supervision of his administration thrown open to civilization. It has established a route through Northern Texas from San Antonio to San Diego, a regular mail from St. Joseph to Salt Lake, from Independence to Santa Fe, and now the climax is capped by the successful commencing of this great enterprise. The theory that mountains separate nations, or that there lay between us and our California brethren an impassable obstacle, erected by the hand of

In view of the importance of this enterprise at this time, and the bearing which it has upon the future destinies of this country, I propose to give you a condensed account of the competing routes, so as to present in a condensed and clear light all the points of this question. In doing so, it will be necessary to refer to many places not familiar to the general reader; but I trust that the information imparted will be sufficient to repay the trouble of consulting what I confess is a rare article—a good map of the country west of the Messissippi. It may be, if all that is said seniest this route be true, that this is but the commence ment of a trial for a wagon road to the Pacific, and it beoves every intelligent man to be thoroughly posted.

This is the largest contract for land mail service ever given, and what is a curious coincidence, has to compete The six o'clock train to-day took a mail East to go by steamer to California, while the eight o'clock train took a

The act of Congress under which this contract was made was passed near the close of the session in March, 1857, was passed near the close of the session in March, 1857, its father in the Senate being Mr. Gwin, of California, and in the House, Mr. Phelys, of Massourt. By the terms of the act "the Postmaster General was authorized to contract for the conveyance of the entire letter mult from such point on the Mississippi river as the contractors might select, to San Francisco, in the State of California, for six years, at a cost not exceeding three hundred thousand dollars per annum for semi-monthly, four hundred and fifty thousand dollars for weekly or sty hundred thousand dollars for semi-weekly service, to be performed semi-monthly, weekly or semi-weekly, at the option of the Postmaster General; that the contract should require the service to be performed with good four horse coaches or apring wagons, suitable for the conveysary for a stated, not to be bearer than ten miles from each other—provided that no mineral land should be thus pre-empted; that the service should be performed within twenty-five days for each trip, and that, before entering into the contract, the Pestmaster General should be satis-fied of the ability and disposition of the parties, bona fick-and in good faith, to perform the said contract, and should require good and sufficient security for the performance of the same—the service to commence within twelve months after the strainer of the contract.

the from St. Iouki to San Francisco. The friends of the maior that the contractors about have the rejud of and not then disposed of or reserved, at each point none type of a state on to be nearer than ten miles and point none type of a state on to be preserved that no mineral hand about he than the contract, the Postmanier General should be state of the about and disposition of the parties, beau felt of the about and the present contract, the Postmanier General should be state of the about and the present to commence within twelve months are the contract. We considerate the contract in the contract. We considerate the contract the contract of the contract. We considerate the contract and the state of the contract of the contract. We considerate the contract and the contract of the contract of the contract. We considerate the contract and the contract of the contract

rived at San Diego on the 31st, states that the entire distance was made in thirty-four travelling days without reliefs.

The mail agent stated that on the eighty mile desert, between Turson and the Gila, they found sufficient water in three or four places to supply hundreds of animals. No linkings were seen after they letted Faso, and but few before that point, though the second train was not so become for the immigration at that some was quite large, and the trail has since been a favorite with all parties from the seed and southwest, and from Lower California. A strong effort was made to have this route adopted for the present contracts for weekly and semi-weekly mails, but the combined interests of the North and Northwest, having an eye to the establishment of a Pacific Railinad route, as well as to accommodate their own vast trade, worked had against it, and succeeded in obtaining the new route which is now going into operation, as Mr. Breb's route obviously could be made of little or no benefit to the North or Northwest. It will be seen therefore that the grest contest in the awarding of the present contract was between the thirty-fifth and the thirty-second parallel routes, both to start from St. Louis as a commod centre, and as the one had a host of warm friends and the other was finally adopted, I propose to give you a little fuller notice of them both than I have deemed necessary of the others.

This route is from either St. Louis or Memolisis to Albu-

is quite another.

Meetings were held at Van Buren, Fort Smith, and other places, to urge upon the government the adoption of this route. The report of Lieut. E. F. Beale to Secretary Floyd, has also been cited at length in support of its claims, who wen tquite as far as either Aubrey or Capt. Whipple, and represented it to be the most beautiful country he ever beheld—three hundred miles shorter than any other route from the Western frontier—the most level, well watered and timbered, with plenty of grass, grain and food, and the best climate that could be desired.

All this affirmative testimony would appear to be overwhelming at the first glance; but the question was by no means one sided, as to leave the Albuquerke route without a formidable competitor, with advocates who claimed to have seen competitor, with advocates who claimed to have seen some things which its friends claimed not to have seen some things which its friends claimed not to have seen capt. A A. Humphreys, of the Topographical Engineers, disputed that any mistake of the Secretary of War had created an erroneous impression as to the relative to the thirty second.

Antonio, he thirty is to San Fancisco, would be 2,0% miles, the eximated cost of a Pacific railroad on the thirty-fifth parallel, from Fort Smith to San Francisco by the same route, was 1,820 miles, the eximated cost of road being \$92,000,000, without reference to the cut-off from the Bg Sandy to the Coorado. He estimated cost of road being \$92,000,000, without reference to the cut-off from the Bg Sandy to the Coorado. He estimated cost of road being \$92,000,000, without reference to the cut-off from the Bg Sandy to the Coorado. He estimated cost of road being \$92,000,000, without reference to the cut-off from the Bg Sandy to the Coorado rivers—a continue of the surface of the surface of the surface of the surface of the court of from the Bg Sandy to the Coorado rivers—a court of the court of from the Bg Sandy to the Coorado. He estimated court of from the Bg Sandy to the Coorado. He adoption of that route, an article appeared, said to have been published by authority, in which the following au-mary was given of the retairve length of the thirty-fifth and thirty-second parallel routes:—

sengineer on the same expedition were quoted for days in succession, and in derision in was saked what a pendid country is this for staging, without water for fifty, surveyt, eighty or ninety miles, or a space of cross of treef Captain Pape was quoted as saying of the Liand-William of the Captain Pape was quoted as saying of the Liand-William of the Captain Pape was quoted as saying of the Jaho to the Stith parallel, and was abogs one business of the Captain Pape was about the Captain Pape without the Stith parallel, and was abogs one business of the Captain Pape was about the Captain Pape without the Captain Pape with Pape without the Captain Pape without constant water, and captain Pape without constant water, and captain Pape without constant water, that it was a captain laid of the Captain Pape without constant water, that it was a captain laid of the Captain Pape without constant water, that it would take years of time to miles without constant water, that it would take years of time to miles of the Captain Pape without constant water, that it would take years of time to miles of the Captain Pape with Pape without constant water, the paper with paper with paper with Paper without constant water, t

the turry start parallel and the Gila, and that the entire district from the Rio Grande to the Colorado, with the broad, open, gravelly plains, was well calculated for eather a great wagen road or a railway. He represented the Pino villages on the Gila as in a fine agricultural district, and the road to Fort Yuma as excellent. On the whole, he expressed the opinion that, poor as it was, the region was infinitely better than any yet discovered adapted for a route to California. The famous letter of Postmaster General Brown, to which I anuded in my notice of the Albequerque route, also presented some strong arguments in favor of the route adopted by the government. From a general view of the geography, meteorology and physical character of the interior portions of the country, westward of the limits of the present population. Mr. Prown came to the conditions of climate were against the more northern routes. He argued that the lower route was but ten miles the longest, which, he thought, could not overbalance its other advantages: that in climate, timber and water, the preponderance of evidence lay in favor of El Paso. He quefied the testimony of Captain Prope, corrolovated by Captain Marcy, that between the parallels of 32 degrees and 34 degrees "a broad-helf of well watered and well limbered country projectation the parallels of 32 degrees and 34 degrees "a broad-helf of well watered and well limbered country projectation the parallels of my different parallels of the descrit, he said, was full 35 miles shorter on the thirty-scored parallel timn on the thirty-score to within 300 miles of the Rio Grande, he queded concurrent testimony to show that the El Pasor route is well watered and timbered, has fine game and cattlet, and abounds in grand, quoting the expicacions of Najor Finory, Captain Stary, Commissioner Partiest, Captain Stary, Commissioner Partiest, Captain Stary, Commissioner Partiest, and abounds in strain, quoting the expision of the arguments in favor of the El Pasor route of the limits of the fine o

From St. Louis to Syracuse, Mo. 165
Syracuse to Syracuse, Mo. 165
Syracuse to Syracuse, Mo. 145
Fort Smith to Colbert's Ferry, Red river 205
Colbert's Ferry (eighteen miles below Preston) to
Fort Beiknap. 146%
Fort Beiknap to Fort Chaibourne 136
Fort Chaibourne to Jeese river 156
Fort Chaibourne to Jeese river 166
Fort Chaibourne 166 Fort Beiknap to Fort Chadbourne.
Fort Chadbourne to Forces river.
Frees river to Pope's Camp...
Fore 's Camp to Franklin (near El Faso).
Franklin (through Arizona) to Fort Yous.
Fort Yuma, on the Csierado, to San Francisco.

Total distance from St. Louis, via El Paso, to San

If the wagons keep up to the time table, the trip will be made inside of twenty-five days—that is, providing the reads are not unusually bad, and unforessen accidents de not occur. As the mail leaves New York on the 20th by the steamer, there will be some competition. The steamer will be due in San Francisco on the 11th or 12th, and the overland mail on the 10th. Every nerve will be strained to keep up to time. The correspondent of the Herald will go through with the first mail bag, if it is a possible thing.

ON THE WAY TO SAN FRANCISCO OVERLAND, Sept. 16, 1858. }
Details of the Starting of the First Mail—What the Western People Think of It—The Direction for the Mail Bag— The Route on the Pacific Railroad—Necessity of Military Protection Over the Plains—A Suggestion for the Occa-

i sent you a letter this morning, with an account of the great overland mail enterprise; but, owing to the fact that I states glong with the first mail bag, I could not give you the cetalis of the start, though I informed you that we were on the way. Although some of the St. Louis papers noticed that this important enterprise was to be commenced to-day, but little attention appeared to be paid to it, except by the personal friends of the contractors and a few others. Indeed, I have been somewhat surprised to find that in the West—which, above all other sections of the country, is to be benefitted—so little attention is paid to the great overland mail. I could not but be impressed with the fact that your representative, then over a thousand miles from home, was the only member of the press who witnessed the deposit of the first mail hag on Railroad Company, at St. Louis. The operation in itself was simple enough; but as the honest Irishman passed the two diminutive bags to Mr. John Butter-field, the President of the Overland Mail Company, I could not but think that the time was not far distant when the overland mail from St. Louis would be of when the overland mail from St. Louis would be of less insignificant proportions, and when I might look back upon that day as our fathers do now upon the time when a journey from New York to Albany was a great undertaking, and when to imagine a railroad would have been a carte blanch for the Lunatic Asylum. I looked forward in my imagination to the time when, instead of a wagon road to the leatific, we should have a railroad; and when instead of baving to wait over forty days for an answer from San Francisco a delay of as many minutes will be looked upon as a gross imposition, and of as many seconds as "deing from fair to middling." In this view I could not allow the bags to pass me without copying the direction, just as a matter of history. Here it is, as it was branded, on a stick tied to the bag—

SAN FRAMENCO, CALIFORNIA.
PER OVERLAND MAIL.
St. LOUIS, Sept. 16, 1858.
Return Label by Express.

There were only two small bags, as the Postmaster at St. Louis only put in such as were marked "Per Overland Mail." This was deemed advisable, so that in case of accident to the wagons the mail can be thrown across a mule, and proceed on its destination. The company have, however, taken some papers and packages for stations along the route, which they intend to deliver promptly, and if expectations are fulfilled, to furnish the latest news up to the time of starting, in advance of the steamer that leaves on the 20th from New York. Mr. Butterfield intended to have taken the bags from the Post Office at St. Louis bimself, but the Postmaster sent them to the railroad depot in the mail wagon, and Mr. Butterfield took charge of them there. He will accompany them as far as Springtheld, Mo. The mail from Mr. Y. Weedsport. Rev. J. D. Adams, Geddea. Serv. J. S. Backus, Syracuse. J. Butterfield intended in lave this at Fort Smith and proceed with it to San Francisco, was to have started this morning. Should it, from any unforescent cause, be detained, I understand the Postmaster General has given instructions to wait for it, if necessary, at least a day. But you may depend upon it that Mr. Crocker, who has that part of the line under his charge, will make every effort to be up to time, and nothing but accidents which would step any route will prevent his appearance with the Mrmphis mail at Fort Smith when we get there. It should not be a matter of surprise though there should he some delays in the first journey over a comparatively new rout; but as from to-day the trips will become level, y. T. Sceley, 2d Baptist Church, Syracuse. new route; but has from to-day the trips will become weekly, it will destribes not be long before the line is in good running order. As the service is to commence on the Pacific side at the same date, we shall have, if the costruct is fulfilled, a semi-weekly mail arriving in San Francisco, Memphis and St. Louis, and completely cellpsing the news of the steamers. To make this success, the administration of fir, buchann has done much in giving to experienced men this the greatest hall control to the company containing, as they will, valuable mails and packages, are to be carmy either from the design of lawless linding or white near. The tempting balt of an inadequately protected prime-such a prize as the overland mail will probably be after a few trips—cannot, undominedly, he wribsteed by the lawless men on the route, and the arrong arm of military protection can alone be its defence. I do not mean to the understood as asying or assuming that these military protection can be to the company has provided from its sample nears street protection at the weaker points. But memance should be made doubly sure in this great national work, and the safety of the mails insured beyonds, peradventure. Let any o your readers take a map of Texas and note the large number of forta which tied its western section. Now, why could not the next who are here extraored be pixed along the overland route forming a chain of military posts along its into, and the safety of the mails insured beyonds peradventure. Let any or your readers to be a superior of the subject of the subject of the mail in the court of the subject of the

At the railroad station.

At Tipton, Moniteau county, Mo., the end of the l'aoist railroad, the bags are first placed on the coaches of the Overland Mail Company. We left St. Louis this morning at eight o'clock, and are to leave Tipton at six F. M. Thus far we are up to time. I shall mail you this at Tipton and after that will write as the journey will permit. If can write in the wagons with not less convenience than have written this in the cars you will hear from me regularly.

STATE SABBATARIAN CONVENTION

Railroads. POLITICAL ACTION RECOMMENDED.

Contest Between the Canals and the

INTERESTING DISCUSSION--- RESOLUTIONS

&c., &c.,

From the sublime to the ridiculous is but one step, it has been said; and so from a convention of free lovers, spiritualists and inflde's, to one of the strictest sects Pharisecs, is a matter of very easy progress in these days on Sunday, to make room for those who look to the strict observance of the Sabbath, and who met in Syracuse.

BY ATE SARATH CONVENTION.—There will be a State Convention of the friends of the Sabbath held in Straeuse, on Tuesda Sept. 14, at 10 A. M., for the purpose of devising and considering means to promote the better observance of the day—excelly in securing the closing of the tocks on the State casal The Sabbath committees of the different cities and counties, it well as the various churches in the Satie, are requested; as the various churches in the Satie, are requested; and of the sabbath of the Convention; and all the friend of good order are invited to attend and lend the aid of the presence and counsel to an effort to reform the abuse of it day of rest. By order of the Central New York Sabbath Committee.

CONNETTEE.

Miller, COMMITTEE, J. S. Backus, M. K. Strieby, Lrs. H. Cobb., J. B. Foote, L. O. Pillmore.

Synacous, August 6, 1858.
On motion of Rev. Mr. Synacuse, Rev. Mr. Mattison, of New York, was appointed chairman; but Mr. M. declined the honor, stating that he thought he could serve the Convention better in the capacity of a reporter stead, and made a brief speech on the occasion

Warner. delegate Convention, and hoped the proceedings would

idea, but said that while it would be well to receive the

names of delegates, all present are de facto members of the Convention. called up from the table, and the Rev. Mr. STRIERY, from the committee, made a report, giving a history of the Sab

the committee, made a report, giving a history of the Sabbath enterprise, and repeating the object of the Convention as defined in the call.

The Rev. Mr. LATIMME, of Junius, further explained the object of the Convention. He had been in favor of postponing the meeting for one month, but others had thought best to begin earlier, and he had waived the point.

Mr. Cons. of Syracuse, moved the appointment of a best-ness committee. Carried.

The same gentleman moved that the Hon. Is rael Mantington be the chairman of that committee. Carried.

The Rev. Messrs. Rackus and Foote of Syracuse, the Rev. Mr. Berghardt of Schenectady and the Rev. Mr. Vandercook of Fulton, were added to the committee, which thou retired for consultation.

A motion was made and carried that the Chairmas call upon delegates from the different parts of the State to present their views in regard to the questions before the Convention.

vention.

Mr. Posres, of Syracuse, begged leave to move that a committee of three be appointed on the entertainment of members of the Convention who are strangers here. Carried; and Messrs. S. Mead, Ira. H. Cobb and H. D. Hotch-

members of the Convenies who are stranger here. Carried; and Mesers S. Mead, Ira H. Cobb and H. B. Hotobkiss, of Syracuse, were appointed such committee.

The Rev. Mr. LATIMER, of Junius, was then called upon, and expressed his views at some length in regard to the better observance of the Sabbath. The Rev. Mr. Manison, of New York, followed.

The reading of the minority report of the last Senate, in regard to doesing the canal locks on the Sabbath, was here called for, but poetioned by general consent.

The Secretary reported the following list of delegates:—Rev. Geo. W. Warner, W. G. Fark, Caondage.

Rev. H. Mattison, Union T. L. Carion, Jordan.

Isruel Storks, Brockport.

John L. Hoyt, Weedsport.

J. A. Thurber, Syracuse.

Falis.

Rev. J. B. Foote, do.

J. A. Thurber, Syracuse.

Falis.

Falis.
Rev. I. O. Fillmore, Park
George Collin.
Rev. I. O. Fillmore, Park
Church, Syracuse.
D. Hotchkiss,
Rev. W. I. Hunt, Weedsport.
S. E. Malty,
Rev. P. M. Burghardt, Clas-

Fayette.
Rev. J. C. Vandercook, Fulton, N. Y.
Rev. H. P. Begue, Syracuse.
Rev. J. R. Smith, Fayetteville.
Rev. A. M. Fradenburg, Poru.
Rev. A. M. Fradenburg, Poru.
Rev. M. Wilkim, Sterling.
Rev. J. B. Richardson (Geneva Hon. I. Huntington, Syracuse.
W. H. Farrar, Goldes.
O. A. Cooper, Oswogo.
I. H. Cobb, Syracuse.
Charles Poure, do.
E. C. Tattle, do.
Jas. McFariand, do.
On motion of the Rev. Mr. Seriar, of Syracuse, Rev. D.
C. Hopkins, of Jersey City, N. J., was invited to sit as a corresponding member.
On metion of Mr. Bodur, of Syracuse, the Convention took a recess until 2 P. M.

AFTERNOON SESSION.

corresponding member.

On metion of Mr. Boors, of Syracuse, the Convention took a recess until 2 P. M.

AFFERDON SESSION.

There were about a says persons assembled at the afterneon session, including three or four ladies. The first business done was the reading of the reports of the majority and minority of the special committee of the Senate of New York, to whom was referred last session the position of those who were in favor of the closing of the looks of the canals on the Sabbath.

The majority report was signed by H. J. Stow and John C. Mather. The following are extracts from it:

That there are pursuits which of necessity are and most for ever remain exceptions, all will admit, that there are chiers where partly from necessity and partly from exceinency the rule should not be applied in full force, the committee believe, and that the navigation of the canals fall within the latter class of pursuits this committee are strongly impressed.

The boatman is compelled to spend the day either in inteless idiness, which is quite as much a violation of the Sabbath in an enlightened point of view as the pursuit of a quiet, unobtrusive, useful employment, or he is forced to seek relief from the unendurable monotony of his Sabbath by resorting to secret anusements, the tendencies of which are such as the laws certainly should not by their severity invite, or he is driven to open, boisterous mirth, and, perhaps, wanton mischief, will often be substituted for present becoming Sabbath observances. Such, we believe, will be some of the results engoleered and created by a law potent to restrain labor but impotent to restrain vice.

The minority report, signed by R. A. Lovelaud, contects these views, and complains of the look tenders being forced to work on the Sabbath or lose their situations.

The Hon, Boars, reportes the following resolutions:—

Resolved, I. That we hold it an incontestible proposition, demonstrated by all past experience drawn from both the indi-

forced to work on the Sabbath or lose their situations. The Hon. Boast. Hennitoron, of Spracuse, from the Committee on Business, reported the following resolutions:

Besolved, I. That we hold it an incontestible proposition, demonstrated by all past experience drawn from both the individual, physical and moral constitution of man, that the observance of the Christian Sabbath is indispensable to the attainment of the highest degree of social happiness and national prosperity; proceedings of those who braved the perils of a wintry ocean and a trackless wilderness to preserve is integrity, steep from their elevated position to argue with the scotler and the indict for its perpetuity.

Beselved, 2. That there is histerent power in the government of this State to problid the use of the canals and railroads for cordinary business purposes on the Sabbath, and that the interests of humanity and the authority of God imperatively domand its arphication for that purpose.

Therefore, Resolved, That it is the duty of all to units, irrespective of positi a lorganizations of proclytines, the attentions and persistent effort to procure at the next session of the Legislature the passage of a law probibility, under severe penaltics, the running of boats on the canals, and also the running of passenger of registers on the canals, and also the running of passenger of registers and also the running of passenger of registers of the Sababh, to circulate and procure at letter described to the resilication of the secure a letter described to be sabable, to circulate and procure at least and the substantial of the secure of

ticable, voic only for these who are known to be tavorable to the objects set forth in the aregoing resolutions.

On metion the report was accepted, and the resolutions were put eriodim.

Rev Mr. Rackus objected to the last clause of the first resolution. He, as one of the committee, understood that it was to have been omitted.

Mr. HENNINGOUS replied that its omission was not recommended by the committee. The Convention, however, could deal with it as it pleased.

The resolution was adopted.

The second resolution being read:

Mr. Et annator stated that he would be sorry to have these resolutions peased by the Convention, without note; or comment. He believed it was the design of the committee increip to prepare business for the Convention for